Railway 16 R of 1933-34

SECTION No. XV

Previous references P File No. 16/9 of 1933-34-35

Later references Serial Nos.

RAILWAY SECRETARIAT

SUBJECT

Correspondence relating to the Construction of the Chamarajanagar - Satyamangalam Railway.

WD 117—GPB—3,000—30-7-35

Extract from the Financial Secretary's note dated 15th March 1934 submitted to the Dewan.

I note below some of the important points for being discussed with the Government of India Authorities at Simla. Brief notes on each point have also been put up. It would be advantageous to settle all the Railway questions when Sir Joseph Bhore happens to be the Commerce Member.

I. Construction of Chamarajnagar-Satyamangalam Railway via Haridenehalli.

	Miles.	Estimated Capital Cost. Rs in lakhs.
British section.	45.37	162.99
Mysore section.	11.02	8.37

It is ascertained from the Railway Secretariat that the estimated Capital Cost being considered high, its reduction is engaging the attention of the Agent of the South Indian Railway. The extension of this line is very desirable in our interests as this will make our Railway part of a thro' route to South India. This is being urged for the last over 40 years. The present time is very opportune for raising money for Capital expenditure and should not be missed. The Finance Member has said that money will be forthcoming for promising schemes.

With a total Railway Mileage of 1180 miles Hyderabad gets net Railway earnings of Rs 127.59 lakhs while with a mileage of 442 miles we get only Rs4,63 lakhs or only 1/10 proportionate

Railways is chiefly due to their forming part of a thro' system.

II. Bangalore-Hosur Railway via Anekal.
Length. 22 miles
Capital Cost. Rs17.48 lakhs.

The extension of this line also is desirable. It is seen from the papers received from the Railway Secretariat that it was found that the proposed terms for sharing Traffic receipts do not yield us a reasonable return. These terms have to be revised and the construction of this line taken up. This will also give us a direct connection with South India.

III. Resumption of Bangalore-Harihar Line.

The extreme inconvenience felt by us in having five Joint Stations in a short lingth of 211 miles and the necessity now felt for referring disputed claims to arbitration make the resumption of our lines very desirable.

IV. Transfer of Surplus stock of engines etc to us.

We are hard up for Engines. Some of our engines with the M. & S.M. Railway are surplus and idle. Though the Agent, M & S.M. Railway agreed to hand them back to us the Home Board has refused to do so. This is an additional reason for resumption of Bangalore-Harihar Section.

V. Conversion of Mysore Railway Sterling Debenture Loan. £ 1,200,000 bearing interest at 4 per-cent per annum.

This loan is redeemable after 1936 at the option of Government. The point for consideration is whether the Secretary of State cannot arrange to raise a loan bearing 3½% or less in London for the conversion of these securities. Rates of interest are falling and the Secretary of

of State has to convert for us at a suitable moment. We have to tell them that we have no intention of repaying it in 1936. If this is arranged for, there will be a saving of about Rs 80,000/- under Interest charges for every ½% reduction in interest rate.

x x x

Extract of Dewan's orders dated 5-4-34 thereon.

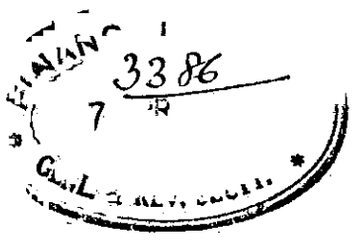
I have spoken both to the Chief Commissioner for Railways and the Member (Sir Joseph Bhore) about the Railway matters mentioned in the note. They have promised consideration of our requests.

We have now to send a note on each subject to the Member and an official letter through the Residency - except as regards the Bangalore-Harihar line about which necessary action has already been taken by us.

x x x

May I have the various drafts soon?

x x x



Forwarded with compliments to the Railway Secretary, for favour of ~~the~~ necessary action, as desired by the Dewan. ~~drafts being sent to the Financial Secretariat at a very early date~~.

6-4-34.

Financial Secretary.

7.4.34.

Railway Secretariat. | File No. of 193 .

P. W. D

Serial No.

Financial Secretary's memo dated 7th April 1934 on certain Railway matters together with co of Dewan's orders thereon.

---

1. Construction of Chamarajanagar Satyamangalam Railway.

L

Mr.Rothera, Agent, South Indian Railway, was of opinion that a fresh Engineering Survey of the line from the Frontier to Satyamangalam was worth while and that there was plenty of room for improvement in the alignment and that the whole estimate might be brought down by a large amount.

He was also of opinion that it was not of much use in carrying out this extensive ghaut survey till there was likelihood of going for construction of the line, and the Agent, Mysore Railways, therefore suggested that the question of going for fresh survey might be deferred till the position all round improved. Kind reference is also invited to Railway Secretary's notes dated 19th and 26th July 1933 on the subject and the orders of the Dewan thereon.

P + R

The Agent, South Indian Railway will now be suitably addressed whether a fresh Engineering survey can be now carried out as the Railway Board are now favourably disposed towards the Project.

2. Bangalore Hosur Railway.

O

It has been decided that the Chamarajan

WD 665--GBPM—5,000—21-9-31.

Railway Secretariat. | File No. of 193 .

Serial No.

Satyamangalam Railway should have preference over the Bangalore Hosur Railway and that the question of construction should lie over until something is finally settled in regard to Chamarajanagar Satyamangalam extension. No further action appears therefore necessary for the present.

3. Resumption of Bangalore Harihar line.

F

This question has been ordered to be omitted as necessary action has already been taken.

4. Transfer of surplus stock of engines etc. to Mysore Railways.

V

The Agent, M.&.S.M.Railway Company has agreed to transfer some FM replaced engines on payment of scrap value and the question is under correspondence between Agent, Mysore Railways and the Agent, M.&. S.M.Railway. The Agent, Mysore Railways, will be asked as to how the matter stands.

5. Conversion of Mysore Railway Sterling debenture loans.

This question was taken up by the Auditor, Mysore Railways, in his letter No.R.150 dated 12th March 1934 and was submitted to the Dewan for orders with Diary No.1544 dated 13th March 1933. Orders on the same will be awaited.

May be submitted to the Dewan for information with reference to the Dewan's minutes dated 5th April 1934.

F

Note— Contn. Sheet.

VD 665--GBPM—5,000—21-9-31.

Rv. F 4]

Railway Secretariat. File No. of 193

7

Serial No.

M & V

Letters Nos.R.S.2357 and 2358 dated 2nd June 1934 regarding Bangalore Hosur Railway and the handing over of Mysore State Railway engines to the Mysore Railways have been issued to the Agent, Mysore Railways.

A draft to the Residency regarding Chamarajanagar Satyamangalam Railway is herewith submitted and may be issued after approval by the Dewan.

DEWAN'S OFFICE
6 JUNE 1934
No. 7728

Subd: 6.6.34
SR. 576

D 1733
6.6.34.

Dewan) 6/6/34

6-6-34

Issued vide R.S. No: 2398 dt 8.6.34.

NOTE—Contn. Sheet.

WD 1332—GBPM—2,500—12-8-34

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

(The G. of I.)

The Dewan said he would be glad to have a draft letter put up on the extension of the Chamarajnagar - Mysore line, on early date -

RR
19/7/34

Secy, P.W.D.
with compliments.

A draft letter to the Resident is herewith submitted.

Dewan. 8/9/34

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Ry. F 4]

Railway Secretariat. File No. of 193 .

DEMANDS OFFICE
21 JULY 1934
No. 341

Serial No.

F

Chief Secretary's memo dated 19th July 1934 regarding Chamarajanagar-Satyamangalam Extension.

==========

The Residency have been addressed in this offi letter No.R.S.2398 dated 8th June 1934 regarding earl construction of the Chamarajanagar-Satyamangalam exte sion and their reply is awaited. In paras 1 and 2 of the above letter, we have stressed the importance of the early construction of the Chamarajanagar-Satyaman lam line. It would therefore, appear somewhat early address officially just now. If the Dewan approves, demi-official letter may be written by the Dewan to t Hon'ble Member in charge of the Railways and also to Sir Guthrie Russell.

2. Mr.Sinclair, Agent, Mysore Railways, will be going to Simla during October, when he will be reques ed to discuss the question with the Members of the Railway Board.

3. The preparation of the draft will be undertake from now and the letter may be issued from this offic say, a month before Mr.Sinclair leaves for Simla.

20/7/34.

Secretary for Railways, Government of Mysore.

Dewan through)
Chief Secretary.)

Railway Secretariat
Government of Mysore
24 JUL. 1934

20 JULY 1934

Note—Contn. Sheet.

WD 664—GBPM—5,000—21-9-51.

Ry. F 4]

Railway Secretariat. | File No. of 193

Serial No.

Page 2 of Note.

(Noted)

DEWAN'S OFFICE
10 SEP 1934
No. 2362

Railway Secretariat
Government of Mysore
11 SEP 1934

As stated in para 3 of my note dated 20th July 1934, I submit herewith for favour of approval a draft letter to the Residency regarding the construction of Chamarajanagar-Satyamangalam line.

The letter will now be issued to the Residency as Mr.Sinclair, Agent, Mysore Railways is expected to leave Mysore by the end of this month to meet the Officers of the Railway Board to discuss pending cases, and also to attend the Meetings of the Indian Railway Conference Association.

8/9/34.
Secretary for Railways,
Government of Mysore.
8th September 1934.

8/9

Submitted to the Dewan.

D. 2316
10.9.34.

10-9-34

11/9/34

As the draft has been approved by the Dewan, it will be issued to the Residency, & the file submitted to the Members of Council for information. Vide G.O.R.S. No. 1379-80/13/9

Fair copy is subd: for favour of signature.

13/9

13/9

NOTE—Contn. Sheet.

WD 1332—GBPM—2,500—12-3-34

Ry. F 4]

Railway Secretariat. | File No. of 193 .

Serial No.

G

1 Letter to the Resident reg: the Chamarajnagar - Sulyamangalam Extension has been issued.

2 This may be now kept marked to the 1st and 2nd Members of Council for favour of perusal.

Subd: 13/9. 13/9.

Railway Secretariat. Government of India. 19 SEP. 1934

D. 2316 14.9.34.

3 Submitted for info.

First member of Council } 14/9/34
Second member of Council }

4) 15/9

D. 2316 15.9.34.

5) Vide. It appears that Sir Russell at Madras a few days ago said that the initiative in this matter lies with the Mysore Govt

OFFICE OF THE SECOND MEMBER OF COUNCIL. 15 SEPT. 1934 NO. 203

17/9

6) Draft forwarding the file relating to Bangalore-Harihar & Chamarajnagar-Sulyamangalam Extension to Agent, for discussion at Simla is put. Subd:

Issued vide Letter no: R.S 622 of 19 9/34

NOTE—Contn. Sheet.

W.D. 664—GIPM—5,000—21-9-31.

Ry. F 4]

Railway Secretariat.

File No. of 193 .

Chamarajanagar - Satyamangalam Ex Lensin.

DEWAN'S OFFICE
21 SEP. 1934
No. 1544

Serial No.

Para 5 of note

6) Submitted to the Secy; for information, together with a cutting from the "Hindu" of 13-9-34, referred to by the 2nd Member.

Sd H.G.
20/9 . 20/9.

We have again written to the Ry Bd (through the Residency) bringing to their notice the great importance of Connecting Chamarajnagar with Satyamangalam. For the last over 6 years we have been writing about this & with very little progress.

2. Sir Guthrie Russell in his speech at Madras has said that the initiative with regard to this Connecting line is with Mysore. It is not clear what more we can do re the initiative We have taken on our side.

3. The Agent - Mr Rly (Mr Sinclair) is shortly going to Simla. We have sent him a copy of our letter to the Residency for info. We will be asked to have a talk on this subject by Rly Authorities to the matter of initiative & ascertain what more we are expected to take.

Submitted 21/9/34

Sep G.

Railway Secretariat
Government of Mysore
24 SEP. 1934

Mr 21-9-34

Sd 21/9/34.

OFFICIAL NOTE
SECOND MEMBER OF COUNCIL.
21 SEP. 1934
No. 2220.

noted this morning F
information - Sd 21/9

Note—Contn. Sheet.

WD 1332—GBPM—2,500—12-3-34

D. 2316
21. 9. 34.

This will be recorded for the present.

Sorted: H.G. 24/9.

S.
24/9

DEVELOPMENT OF RAILWAYS

NEED FOR CAUTIOUS ADVANCE

SIR GUTHRIE RUSSEL INTERVIEWED

MADRAS, Sep. 13.

"We must proceed slowly with schemes for the development of railways, for to rush will be unwise" observed Sir Guthrie Russell to a representative of "The Hindu" who interviewed him yesterday.

There were, Sir Guthrie said, several schemes for the improvement of the railway services, and some new lines were also under contemplation. But the schemes had to be gone into carefully before any step forward could be taken. The Coimbatore-Mysore line, for example, had been under consideration for some time past, and it would be sometime before a decision could be taken in the matter. "When this line is completed", he added, "it will provide a useful connection between the South and North via Mysore and Poona. But much would depend on the initiative of the Mysore Darbar."

"What do you think of the suggestion put forward by some commercial bodies that a through metre gauge line should be provided between Rameswaram and Delhi by laying a third line between Khandwa and Manmad for metre gauge service"? asked the interviewer.

"This is absolutely impossible" was Sir Guthrie's answer. "This section is the busiest one on the G. I. P. Railway, and it would not be possible to run a metre gauge service thereon. Further, the traffic does not seem to require this additional route. Even the Grand Trunk Express does not carry much through traffic either in passengers or goods. The heaviest through goods traffic is in betel and nuts and this is conveyed by the Grand Trunk Express in special vans."

Asked if there were any new lines under contemplation in South India or schemes for improving the existing services, Sir Guthrie said that in these matters they had to proceed slowly and with care, lest they should land themselves in a serious loss. In this connection, he mentioned that the electrification of the suburban line on the S. I. Railway had been started after great deliberation, and he was glad to see that the step had justified itself fully.

"Would it not be of advantage both to the railway and the public if a similar scheme was taken up on the M. & S. M. suburban lines?" was the next question put to Sir Guthrie Russell.

"I do not think that the traffic conditions warrant such a thing being done" he replied.

QUESTION OF REDUCTION OF FARES

On the question of reduction of passenger fares, particularly third class fares, Sir Guthrie stated that certain experiments in this direction were now being tried on the G. I. P. and N. W. Railways, and if the results were satisfactory, the scheme might be extended to other railways. One factor that might help in the decision was that both passenger and goods traffic, showed during the last year a tendency to improve

Board would be constituted by the Governor-General and the Ministry. The Railway budget would not be voted upon by the Legislature, but the shaping of the policy would be completely in its hands. The details however, had not all been settled. On the constitutional changes would depend the question of amending the Railway Act. But, he is reported to have added that if these changes were too long in coming, it was possible that the amendment of the Act might be proceeded with. In regard to the re-grouping of railways, he said, the chief obstacle was that the agreements with certain railways would not terminate in the near future. Until the agreement terminated, therefore, proposals in this behalf would have to be held up.

Sir Guthrie then referred to the representations of the Chamber in regard to risk-note forms and stated that the Railway Board was doing its best to minimise wrong booking and that they had sent specific circulars to the Agents of railways to scrutinise all cases. The revision of the forms would also have to wait till the amendment of the Act. As regards the general revision of the classification of goods, he said, the investigation which had been made by the Indian Railway Conference Association related only to the collection of data and statistics on which the proposals would be based. But, he added, all commercial bodies would be taken into consultation before any step was taken.

MERCANTILE COUPONS

Answering the points raised in regard to the issue of mercantile coupons and their interchangeability on different railways, Sir Guthrie stated that certain railways had not been satisfied about the results. Further, these facilities had in some cases been abused. There was, in his opinion, a case for interchangeability of coupons between the South Indian and M. & S. M. Railways and he hoped the two companies would examine the matter and come to an agreement.

Lt.-Col. Stallard is reported to have stated that he would certainly look into the matter and see what could be done.

NEW LINES

Referring next to the suggestions for a mixed gauge service between Khandwa and Manmad, Sir Guthrie stated that it would not be possible. The fruition of a Mysore-Coimbatore connection would largely depend on the initiative of the Mysore Darbar. A direct metre gauge connection to Cochin port might not be of advantage as it would increase port charges very much.

Lt.-Col. Stallard assured the Chamber that he would look into the representations made on behalf of the iron merchants of the Madras City for providing waggons of suitable size for the transport of their goods. He also promised to examine the question of providing covered waggons for transport of tiles and open delivery for hides and skins, and of stimulating manganese export from Sandur and Bellary.

On behalf of the sugar manufacturers of Coimbatore, it was pointed out that they had to get their cane from Udumalpet. In several places cane had to be transported over fifteen or twenty miles, and without favourable rates of freight, it was stated, the industry might be seriously handicapped. Sir Guthrie in reply said that he was not convinced that there would be any necessity for reduction of freight as the Indian Sugar Mills Association which had been newly formed was likely to control prices.

DISCUSSION WITH GOVT. SECRETARIES

Sir Guthrie Russell discussed yesterday with Dewan Bahadur N. Gopalaswami Iyengar and Mr. J. A. Thorne, Secretaries to Government in the Public Works and Revenue De-

in South India. Some of the railways had afforded greater facilities in the shape of reduced fares between certain stations, return tickets facilities and improved services. "Diesel" rail cars were already in service on the Baroda Railway and "probably" he added, "the M. & S. M. Railway may be having some shortly."

In this connection Sir Guthrie mentioned that certain experiments in regard to season tickets and return tickets with a view to making them cheaper and more popular were being tried on the East Bengal Railway. That railway had been chosen, he explained, as the experiment could be made on it at a comparatively lower cost. The results would be correlated to the traffic conditions of the various railways and then the necessary steps would be taken.

In answer to a question regarding the issue of coupon tickets he said that the chief difficulty was the varying basis of rates on different railways. Further, the companies in Bombay presidency were of the view that this would not be paying. The M. and S. M. Railway and the S.I. Railway, who had formerly adopted it, were now reconsidering the matter and he had, he said, asked the two companies if they could not come to an agreement. He hoped it would be reached soon.

On the question of reduction of freight particularly on rice, Sir Guthrie Russel said that he could not anticipate what decision the Government might come to. There might, he added, be a reduction in certain rates and possibily increase in others. But as for a general revision or a new rate structure, it might not be for sometime yet. He again emphasised the need for slow and cautious advance in these matters.

DISCUSSION WITH S. INDIA CHAMBER

The President and members of the Southern India Chamber of Commerce had a discussion with Sir Guthrie Russell and Mr. P. R. Rau on matters relating to railway administration on Tuesday last. The Agent of the M. & S. M. Railway, Lt.-Col. Stallard, was also present during the discussion.

After the discussion, Sir Guthrie Russell replied to the several points raised in the memorandum presented by the Chamber.

With regard to the constitution of the Statutory Railway Board, Sir Guthrie is reported to have stated that the ideal kept in mind in all advanced countries was to keep the railway administration beyond all political influence. Such a system had, he said, been found to work efficiently and economically. The Railway former appears to have urged the need for expediting the investigation of the proposed Tanjore-Pattukottai Railway in the interests of the development of the Cauveri-Mettur Project. The dispute about the guarantee in respect of the Cuddalore-Vriddachalam railway, and the question of adjustment of expenditure on overbridges also formed the subject of discussion.

Ry. F 4]

Railway Secretariat. File No. of 193 .

Chamarajanagar - Satyamangalam Extension.

DEWAN'S OFFICE
21 SEP. 1934
No. 1544

Serial No.

6) Submitted to the Secy; for information, together with a cutting from the "Hindu" of 13-9-34, referred to by the 2nd Member.

SD H.G.
20/9 20/9.

Para 5 of note

we have again written to the Ry Bd (through the Residency) bringing to their notice the great importance of Connecting Chamarajnagar with Satyamangalam. In the last over 6 years we have been writing about this & with very little progress.

2. Sir Guthrie Russell in his speech at madras has said that the initiative with regard to this Connecting line lies with Mysore. It is not clear what more we can do re the initiative We have taken on our side.

3. The Agent - M Ry (Mr Sinclair) is shortly going to Simla. We have sent him a copy of our letter to the Residency for info. He will be asked to have a talk on this Ry Board's question & ascertain the matter of initiative what move we are expected to take.

Submitted Dewan (thro' 2nd member) SD 21/9/34

Sec'y H.G.

Railway Secretariat
Government of Mysore
24 SEP. 1934

H. 24/9

I have written to the D.O. letter to the Hindu to publish the letter in the Hindu

21-9-34

SD 21/9/34.

CONFIDENTIAL
SECOND MEMBER OF COUNCIL.
21 SEPT. 1934
No. 2-2-2a.

I noted this speech for information -

SD 21/9

NOTE—Contn. Sheet.

WD 1332—GBPM—2,500—12-3-34

D. 2316
21. 9. 34.

This will be recorded for the present.

Solicitor. H.S.
24/9.

S.
24/9.

Ry. F 4]

Railway Secretariat. | File No. of 193 .

Slip W

DEWAN'S OFFICE
17 OCT. 1934
No. 2.914

Slip B.

Serial No.

D,O.letter No.516-W dated 10th October 1934 from the Chief Commissioner of Railways, regarding Chamarajanagar-Satyamangalam extension.

As directed by the Dewan, a D.S.N. is herewith submitted for favour of approval.

J.B 17/X

17/10/34

Dewan)

Camp No. 1
17-10-34

17/10

NOTE—Contn. Sheet.

WD 665—GBPM—5,000—21-9-31

Submitted to His Highness.

I submit herewith for gracious perusal of His Highness a demi-official letter dated 10th October 1934 received from Sir Guthrie Russell, Kt., Chief Commissioner of Railways, Government of India, Railway Board, regarding the proposed construction of Chamarajanagar-Satyamangalam extension.

Mirza M. Ismail

Mysore,
17th October 1934.)

D E W A N .

Record of Cases submitted for the Orders of His Highness the Maharaja.

Chief Minister
22.10.34

201

Subject.

Letter from Sir Guthrie Russell, Chief Commissioner of Railways, Government of India, Railway Board, regarding the proposed construction of Chamarajanagar-Satyamangalam extension.

Order.

~~KRM~~

22/10/34

The Hindu

Development of Railways

Full. 1 page

~~page~~

ptd.

General and Revenue
Secretariat

Letter from Sir Guthrie Russell, Chief Commissioner Railways Govt of India, Railway Bd regarding the proposed Construction of Chamarajanagar-Satyamangalam Extn

(*)

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at Head-quarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before/after issue of orders. (*Vide Rules* 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

R. Rangachar

Chief Secretary to Government.

Through the Secretary to Government,

.....Department.

FIRST MEMBER OF COUNCIL.

SECOND MEMBER OF COUNCIL.

Railway Secretariat
30 OCT 1934

NOTE.—Contn. sheet.

Submitted to His Highness.

I beg to submit, for His Highness's gracious perusal, copy of a letter of the 1st November 1934 sent by the Agent, Mysore Railways, to Sir Guthrie Russel, Chief Commissioner of Railways, on the construction of the Chamarajanagar-Satyamangalam Railway.

Mirza M. Ismail

Bangalore,
3rd November 1934.

DEWAN.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Copy of letter dated 1st November 1934 sent by the Agent, Mysore Railways, to the Chief Commissioner of Railways, on the construction of the Chamarajanagar - Satyamangalam Railway.

C° Secy
Jm
7-11-34
RR
9/11/34

220

Order.

~~KRMS~~
7/11/34

eneral and Revenue
Secretariat

HH 226

SUBJECT:–

Letter addressed by the Agent Mysore Railways, to the Chief Comm[r] of Railways, re: Chamarajanagar Satyamangalam Railway.

(*)

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

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R. Rangachar
Chief Secretary to Government.

Through the Secretary to Government,

.....Department.

Railway Secretariat
Bangalore
20 NOV 1934

3747/14/11

FIRST MEMBER OF COUNCIL.

SECOND MEMBER OF COUNCIL.

NOTE.—Contn. sheet.

Railway Secretariat, with compts
Mr Mirza again for my secn.
the note on file for secn
20/11/34.

Seen Thanks

Ry. F 4]

Railway Secretariat. File No. of 193 .

P.W.D

No. 2916.0.

Slip F.

D. 1002
20/11/34.

Railway Secretariat.
22 NOV 1934

Serial No.

Letter no. F. 208-34 R.O.II dt 17th Nov. 1934 from the Secretary to the Hon'ble the Resident in Mysore, Re:- Chamarajnagar - Satyamangalam Ry., extension

The Residency is acknowledging receipt of our letter no: R. S. 566 dt 13th September 1934 states that the Govt. of India and the Govt: of Madras have been addressed in the matter.

This will be recorded after perusal by the Dewan.

Submitted for f/o perusal.

Dewan 20/11/34.

21-11-34

Record for the present.

22/11/34.

NOTE—Contn. Sheet.

WD 1331—GBPM—2,500—9-3-34.

RS. 2398, 5/8/G/24

To

The Secretary
to the Hon'ble the
Resident in Mysore,
Bangalore.

Sir,

I am directed to invite a reference to correspondence ending with your letter No.6155/17-1931 dated 25th August 1931, wherein it is stated that both the Broad and Metre Gauge estimates for the Chamarajanagar-Satyamangalam extension ~~are~~ were under preparation by the Agent South Indian Railway Company, and that it would take some time to come to a decision in the matter. I am now therefore, to request you kindly to move the Hon'ble the Resident in Mysore to ascertain the progress since made, as the Mysore Government are most anxious that the construction of this very important extension to the south should be put in hand as early as possible. The importance which the Mysore Government attach ~~towards~~ to the early completion of this project, is fully explained in this Office letter No.R.S.662, dated 25th September 1928.

2. Further, it should be easy at present, to raise necessary funds at a cheap rate of interest, and particularly as the line is fully guaranteed against loss by the District Boards of Coimbatore and Mysore.

p.t.o.

3. On page 29 of the annual report of the South Indian Railway Company of 1932-33 (Vide extract enclosed) it is stated that at the instance of the -- Madras Government, an estimate for the construction of a light Broad Gauge line from Kothamangalam to Tiruppur is under preparation, and it is ~~therefore~~ presumed that the line referred to is from Kothamangalam to Tiruppur via Satyamangalam, to connect the Metre Gauge section of the Railway to be eventually constructed from Tiruppur to Palni.

4. In this connection, I am to invite a reference to remarks contained in paras 4 & 5 of Khan Bahadur A.A.Khan's letter No.R.S. 662 dated 25th September 1928, which the Mysore Government desire should be brought to the notice of the Madras Government, with a view to avoiding break of gauge in a through Metre Gauge Railway that has long been designed to connect the south of India with the west as well as the north of India by a direct through Metre Gauge route via Mysore.

I have &c.

6/6/34

Secretary for Railways,
Government of Mysore.

6.6.34

RAILWAY SECRETARIAT

File No.

DRAFT

Copied by

Compared by

Signed by

REMINDERS ISSUED

1st Reminder

2nd ,,

3rd ,,

4th ,,

5th ,,

6th ,,

SUBJECT

No. R. S. 452 dated 28/8/34 Encls.

To

Dear Mr. Ranganatham,

As you are aware Govt. are anxious to press for the early construction of Chamarajnagar-Satyamangalam extension.

Mr. Sinclair whom I had met this morning desired that the papers may be sent over to him for study & preparation of a suitable draft letter to the Residency.

I have asked Mr. Babu Moosa to hand over the files to Mr. Sinclair to-day.

I propose to go to Mysore on Friday by 6 O's so that we could discuss the case personally with the Agent on 1st morning. I hope this suits you.

Yours Sincerely
K.
28/8

G. N. Ranganatham Esq.
Assistant Agent

28/8

D. O. No 168

OFFICE OF THE AGENT,
MYSORE RAILWAYS.

Mysore, 29th. August, 1934.

Railway Secretariat
30 AUG 1934
439

Dear Mr.Ganesa Iyer,

Thanks for your D.O.No.R.S.452 of 28th instant. I have much pleasure in looking forward to your visit to Mysore to discuss the Chamarajanagar-Satyamangalam Extension question with the Agent on the 1st morning.

Rest in person.

Yours sincerely,

G. Ganesa Iyer

V.Ganesa Iyer, Esqr.,B.A.,A.C.E.,
Under Secretary to the Government of His Highness the Maharaja of Mysore,Railway Department,
Public Offices,BANGALORE.

MSAB.

Sabu.

May be recorded. Complete papers on this subject have already been sent to the Agent

30/8

30/8

30/8

196/Estt.

AGENT'S OFFICE,
MYSORE.

Dated 6th September 1934.

Dear Mr.Aiyengar,

I send herewith Draft on the Chamarajanagar-Satyamangalam Line as promised together with Secretariat files -- received.

Yours sincerely,

7/11.4

To

Diwan Bahadur
N.N. Aiyengar,Esq., B.A.,L.C.E.,M.I.E.(Ind.)I.S.E.,
Secretary to the Government of Mysore for Railways,
Bangalore.

Draft.

To

The First Assistant to the
Hon'ble the Resident in Mysore,
Bangalore.

Sir,

I am directed to invite reference to correspondence ending with this office letter No.R.S.2398 dated 8-6-1934 on the subject of the construction of the Chamarajanagar-Satyamangalam Railway. The reasons for the early construction of this Railway on the Metre Gauge were given in this office letter No.R.S.662 of 25th Sept 1928. So little progress has however been made during the last six years, and the subject is one of such vital importance to the Mysore Railways and in fact to the proper development of the Metre Gauge Railway systems of Southern India, that the Durbar desire to press the matter again before the Government of India.

2. The Mysore State Railways have suitable connections with the Railways to the north and east of them. A connection to the West is not an urgent necessity as the area to be linked up is small and there is no large Railway system to connect. To the South however there is the extensive system of the South Indian Railway Metre Gauge. For several years the Railway policy of Mysore has been based on the ultimate possibility of securing a direct connection to the South. The Construction by them of the Mysore Arsikere Chord line (103 miles) nearly 20 years ago and the

the extension of the line from Nanjangud to Chamarajanagar (22 miles) about 8 years ago were intended to facilitate and accelerate the direct linking up of the Mysore Railways with the South Indian Railway system. Neither of the lines mentioned above is a paying proposition by itself but the Mysore Arsikere line has been built to a high standard at great cost as a link in an eventual through North and South connection.

3. Various reasons such as the Great War came in the way of the Southern connection and it was also considered up to 1928 that the line would not pay. Independent Traffic Surveys carried out by Officers of the South Indian and the Mysore Railways during the year 1927-28 showed that the traffic prospects were very promising. The cost of the line from Satyamangalam to Mysore Frontiner, as recently revised by the South Indian Railway Co., is Rs 162.69 lakhs for a distance of 45.37 miles. According to the South Indian Railway Chief Auditor's Note on the financial prospects accompanying the Abstract Estimate for the project, a return of 4.11% is expected while a further substantial reduction is anticipated in the estimated cost after a detailed survey of the line is made. A return of over 4% with the prospect of increasing traffic, should be deemed satisfactory for the early construction of an important link which will connect up the Bombay Presidency, the Hyderabad and Mysore States with the Southern Districts of India. In fact the District Boards of Coimbatore and Mysore are prepared to guarantee the interest on

on Capital cost and poor return on capital outlay can no longer be urged as a reason for the delay in the Construction of the line.

4. The only other possible objection that can be raised is the effect this connection would have in short circuiting existing Railways. The Traffic survey report shows that the only Railway that would be at all seriously affected by such short circuiting would be the South Indian Railway, but that this Railway would also be the Railway that would benefit most from the new traffic created by the construction of this line. Hardly any new Railway connecting two points on existing Railways can be constructed without one or the other losing some traffic.

5. Since the Traffic survey was made 7 years ago, a very formidable factor has developed which should make Railways seriously revise their idea of retaining traffic to circuitous routes. This is competition by good road Vehicles. Mysore is connected by good roads with several places on the West Coast and South India. Owing to only one extremely circuitous all rail route via Jalarpet now being available, practically all passenger traffic and a good deal of goods traffic between Mysore and several places in South India and the West Coast is already moving by road. - Mysore to Calicut for example is about 145 miles by road and 456 miles by the all rail route via Jalarpet. Already the Mysore Railways and the South Indian Railway have had to quote

quote considerably reduced rates for grain, flour, sugar, etc. in competition with lorries. The ghat roads are being gradually improved and road transport is gaining ground very rapidly. The proposed connection from Mysore to Tiruppur via. Satyamangalam will reduce the distance by the rail route by 180 miles and will help not only to retain existing traffic but also to regain the traffic already lost. It is therefore in the best interests of all the Railways concerned to construct the line as early as possible.

6. In dealing with this case, the Durbar wishes to stress the desirability of constructing the Satyamangalam Tiruppur line as a Metre Gauge line and not Broad Gauge. A Broad Gauge line appears to be hardly necessary for the local needs of the area. Metre Gauge lines have been satisfactorily serving much richer tracts like the Tanjore District of South India and they should certainly be able to meet all demands of the area in question. For decades Erode which was a junction between the Broad Gauge and the Metre Gauge system of the S.I.Railway was the objective for a connection southwards from Mysore. Owing to the conversion of the Erode Trichinopoly line to the Broad Gauge, a connection with the proposed Palani-Tiruppur-Satyamangalam line was suggested, but if any portion of the line is constructed on the Broad Gauge, one great advantage of the Chamarajanagar-Satyamangalam line, viz., a through Metre Gauge connection between the two systems is lost and the construction of

of the Chamarajanagar-Satyamangalam line itself may be postponed indefinitely. In the circumstances the delay in the receipt of a reply to this office letter No.R.S.2398 dated 8th June,1934,is causing much anxiety to the Durbar.

7.Taking all these circumstances into consideration,the Durbar desire that the Hon'ble the Resident may be pleased to place these views before the Government of India and the Madras Government and urge the early construction of the Chamarajangar-Satyamangalam Railway and the abandonment of the idea of constructing any portion of the Palani-Tiruppur-Satyamangalam Railway on the Broad Gauge.

I have the honour to be,
sir,
Your most obedient servant.

Secretary for Railways,
Government of Mysore.

MSAB/
M
6.9.34

R.S.No: 566 of 13-9-1934

To

The Secretary
to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

Slip D

I am directed to invite a reference to correspondence ending with this office letter No.R.S.2398 dated 8 June 1934 on the subject of the construction of the Chamarajanagar-Satyamangalam Railway. The reasons for the early construction of this Railway on the Metre Gauge were given in this office letter No.R.S.662 of 25th September 1928. So little progress has however been made during the last six years, and the subject is one of such vital importance to the Mysore Railways, and in fact to the proper development of the Metre Gauge Railway systems of South India, that the Durbar desire to press the matter again on the attention of the Government of India.

Slip M.

2. The Mysore State Railways have suitable connections with the Railways to the north and east of them. A connection to the west is not an urgent necessity as the area to be linked up is small and there is no large railway system to connect with. To the South, however, there is the extensive system of the South Indian Railway Metre Gauge. For some time now the Railway policy of Mysore has been based on the ultimate feasibility of securing a direct connection to the South. The construction by them of the Mysore Arsikere chord line (103 miles) nearly 20 years ago and the extension of the line from Nanjangud to Chamarajanagar (22 miles) about eight years ago, were intended to facilitate and accelerate the direct linking up of the Mysore Railways with the South Indian Railway system.

Neither of the lines mentioned above is a paying proposition by itself, but the Mysore Arsikere line has been -- built to a high standard at great cost as a link in an eventual through North and South connection.

3. Various reasons such as the Great War came in the way of the Southern connection and it was also considered up to 1928, that the line would not pay. Independent Traffic surveys carried out by Officers of the South Indian and the Mysore Railways during the year 1927-28 showed that the traffic prospects were very promising. The cost of the line from Satyamangalam to Mysore Frontier, as recently revised by the South Indian Railway Company is -- Rs.162.69 lakhs for a distance of 45.37 miles. According to the South Indian Railway Chief Auditor's Note on the financial prospects accompanying the Abstract Estimate for the project, a return of 4.11 percent is expected while a further substantial reduction is anticipated in the estimated cost after a detailed survey of the line is made. A return of over 4 percent with the prospect of increasing traffic, should be deemed satisfactory for the early construction of an important link which will connect up the Bombay Presidency, the Hyderabad and Mysore States with the Southern Districts of India. ~~In fact~~ The District Boards of Coimbatore and Mysore are prepared to guarantee the interest on Capital cost and ~~poor~~ return on Capital outlay can no longer be urged as a reason for the delay in the construction of the line.

4. The only other possible objection that can be raised is the effect this connection ~~would~~ may have in short circuiting existing Railways. The traffic survey report shows that the only Railway that would ~~be~~ at all seriously affected by such short circuiting would be the South Indian Railway, but that this Railway would also be the ~~Railway~~

that would benefit most from the new traffic created by the construction of this line. Hardly any new Railway connecting two points on existing Railways can be constructed without one or the other losing some traffic.

5. Since the traffic survey was made seven years ago, a very formidable factor has developed which should make Railways ~~seriously~~ revise their ideas ~~for retaining~~ traffic ~~to~~ over circuitous routes. ~~This is competition by road vehicles~~. Mysore is connected by good roads with several places on the West coast and South India. Owing ~~to only one extremely~~ circuitous all-rail route via Jalarpet ~~now being~~ is now available, practically all passenger traffic and a good deal of goods traffic between Mysore and several places in South India and the West coast is already moving by road -- Mysore to Calicut for example is about 145 miles by road and 456 miles by the all rail route via Jalarpet. Already the Mysore Railways and the South Indian Railway have had to quote considerably reduced rates for grain, flour, sugar etc., in competition with lorries. The ghat roads are being gradually improved and road transport is gaining ground very rapidly. The proposed connection from Mysore to Tiruppur via Satyamangalam will reduce the distance by the rail route by 180 miles and will help not only to retain existing traffic but also to regain the traffic ~~already~~ lost. It is therefore in the best interests of all the Railways concerned to construct the line as early as possible.

6. In dealing with this case, the ~~Durbar~~ Govt. of Mysore wishes to stress the desirability of constructing the Satyamangalam-Tiruppur line as a Metre Gauge ~~line~~ and not a Broad Gauge line. A Broad Gauge line appears to be hardly necessary for the local needs of the area. Metre Gauge lines have been satisfactorily serving much richer tracts like the Tanjore District of South India and they should certainly be

able to meet all demands of the area in question. For decades Erode which was a junction between the Broad Gauge and the Metre Gauge system of the South Indian Railway was the objective for a connection southwards from Mysore. Owing to the conversion of the Erode-Trichinopoly line to ~~the~~ Broad Gauge, a connection with the proposed Palani-Tiruppur-Satyamangalam line was suggested, but if any portion of the line is constructed on the Broad Gauge, one great advantage of the Chamarajanagar-Satyamangalam line, viz. a through Metre Gauge connection between the two systems ~~is~~ would be lost and the construction of the Chamarajanagar-Satyamangalam line itself may be postponed indefinitely. In the circumstances the delay in the receipt of a reply to this Office letter No.R.S.2398 dated 8th June 1934 is causing much anxiety to the ~~Durbar~~ Mysore Government.

7. Taking all these circumstances into consideration, the ~~Durbar~~ Govt. of Mysore would be grateful if ~~desire that~~ the Hon'ble the Resident ~~may~~ would kindly ~~be pleased to~~ place these views before the Government of India ~~and the Madras Government~~ and urge the early construction of the Chamarajanagar-Satyamangalam Railway and the abandonment of the idea of constructing any portion of the Palni-Tirupur-Satyamangalam Railway on the Broad Gauge.

I have the honour to be,

Sir,

Your most obedient servant

8/9/34.

Secretary for Railways,
Government of Mysore.

7.9.34

RAILWAY SECRETARIAT,

No. R. S. 566
Encls. Nil.

XXXXX, Dated 13th September 1934.

FROM

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
~~KHAN BAHADUR A. R. KHAN, M.INST.T.,~~
The *Secretary to the Government of His Highness*
the Maharaja of Mysore, Railway Department,
XXXXXX
Bangalore.

To

The Secretary
to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

I am directed to invite a reference to correspondence ending with this office letter No.R.S.2398 dated 8th June 1934 on the subject of the construction of the Chamarajanagar-Satyamangalam Railway. The reasons for the early construction of this Railway on the Metre Gauge were given in this office letter No.R.S.662 of 25th September 1928. So little progress has, however, been made during the last six years, and the subject is one of such vital importance to the Mysore Railways, and, in fact, to the proper development of the Metre Gauge Railway systems of Southern India, that the Durbar desire to press the matter once again on the attention of the Government of India.

2. The Mysore State Railways have suitable connections with the Railways to the north and east of them. A connection to the West is not an urgent necessity as the area to be linked up is small and there is no large railway system to connect with. To the South, however, there is the extensive system of the South Indian Railway Metre Gauge. For sometime now the Railway policy of Mysore has been based on the ultimate feasibility of securing a direct connection to the South. The construction by them of the Mysore Arsikere chord line (103 miles) nearly 20 years ago

and

and the extension of the line from Nanjangud to Chamarajanagar (22 miles) about eight years ago, were intended to facilitate and accelerate the direct linking up of the Mysore Railways with the South Indian Railway system. Neither of the lines mentioned above is a paying proposition by itself, but the Mysore Arsikere line has been built to a high standard at great cost as a link in an eventual through North and South connection.

3. Various reasons such as the Great War, came in the way of the Southern connection and it was also considered, up to 1928, that the line would not pay. Independent Traffic surveys carried out by Officers of the South Indian and the Mysore Railways during the year 1927-28 showed that the traffic prospects were very promising. The cost of the line from Satyamangalam to Mysore Frontier, as recently revised by the South Indian Railway Company is Rs.162.69 lakhs for a distance of 45.37 miles. According to the South Indian Railway Chief Auditor's Note on the financial prospects accompanying the Abstract Estimate for the project, a return of 4.11 percent is expected while a further substantial reduction is anticipated in the estimated cost after a detailed survey of the line is made. A return of over 4 percent with the prospect of increasing traffic, should be deemed satisfactory for the early construction of an important link which will connect up the Bombay Presidency, the Hyderabad and Mysore States with the Southern Districts of India. The District Boards of Coimbatore and Mysore are prepared to guarantee the interest on Capital cost and the comparatively small return on Capital outlay can no longer be urged as a reason for the delay in the construction of the line.

4. The only other possible objection that can be raised is the effect this connection might have in short

circuiting

circuiting existing railways. The traffic survey report shows that the only railway that would at all be seriously affected by such short circuiting would be the South India Railway, but that this railway would also be the one that would benefit most from the new traffic created by the construction of this line. Hardly any new railway connecting two points on the existing railways can be constructed without one or the other losing some traffic.

5. Since the traffic survey was made seven years ago, a very formidable factor viz. competition from the modern mechanically propelled road vehicles, has developed which should make the railways revise their ideas regarding continuance of traffic over circuitous routes. Mysore is connected by good roads with several places on the West coast and South India. Owing to the fact that only one very circuitous all-rail route via Jalarpet is now avail practically all passenger traffic and a good deal of goo traffic between Mysore and several places in South India a the West coast is already moving by road -- Mysore to Cali for example is about 145 miles by road and 456 mile by the all rail route via Jalarpet. Already the Mysore Railways and the South Indian Railway have had to quote considerably reduced rates for grain, flour, sugar etc., in competition with lorries. The ghat roads are being gradually improved and road transport is gaining ground very rapidly. The proposed connection from Mysore to Tiruppur via Satyamangal will reduce the distance by the rail route by 180 miles and will help not only to retain existing traffic but also to regain the traffic since lost. It is, therefore, in the best interests of all the Railways concerned to construct the line as early as possible.

6. In dealing with this case, the Government of Mysore wish to stress the desirability of constructing the Satyam galam

Satyamangalam-Tiruppur line as a metre gauge and not a broad-gauge line. A broad gauge line appears to be hardly necessary for the local needs of the area. Metre gauge lines have been satisfactorily serving much richer tracts like the Tanjore District of south India and they should certainly be able to meet all demands of the area in question. For decades Erode which was a junction between the broad gauge and the metre gauge system of the South Indian Railway was the objective for a connection southwards from Mysore. Owing to the conversion of the Erode-Trichinopoly line to broad gauge, a connection with the proposed Palni-Tiruppur-Satya-mangalam line was suggested, but if any portion of the line is constructed on the broad gauge, one great advantage of the Chamarajanagar-Satyamangalam line, viz. a through metre gauge connection between the two systems will be lost and the construction of the Chamarajanagar-Satyamangalam line itself may be postponed indefinitely. In the circumstances the delay in the receipt of a reply to this office letter No. R.S.2398 dated 8th June 1934 is causing much anxiety to this Government.

7. Taking all these circumstances into consideration, the Government of Mysore would be greatly obliged if the Hon'ble the Resident would kindly place these views before the Govern-ment of India and urge the early construction of the Chamaraja-nagar-Satyamangalam Railway and the abandonment of the idea of constructing any portion of the Palni-Tirupur-Satyamangalam Railway on the broad gauge.

I have the honour to be,
Sir,
Your most obedient servant,

(Clean copy)

OK 13/9/34.

Secretary for Railways,
Government of Mysore.

SAK.

13/9

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE not by NAME

AGENT'S OFFICE,

Mysore, 11th.September 1934.

No. J 86-/Fl.

Enc.

From

THE AGENT,

Mysore Railways,

MYSORE.

Railway Secretariat, Government of India
17 SEP. 1934

556

To

The Secretary
to the Government of Mysore for Railways, Bangalore.

Sir,

Meeting of the Indian Railway Conference Association of 1934.

Referring to para.2 of your letter No.R.S.514/Ry.F. 67/O.L.34-35 dated 4th September 1934, I have the honour to request you will kindly arrange to send for reference and return when done with, the following files of the Railway Secretariat for study and discussion at Simla with the -- Officers of the Railway Board, during my stay there.

1. Chamarajanagar-Satyamangalam Extension.
2. Taking over of the Bangalore City-Harihar Section.

I have the honour to be,
sir,
Your most obedient servant.

Agent.

MSAB.

11/9/34

RAILWAY SECRETARIAT

File No. _____

DRAFT

Copied by _____

Compared by _____

Signed by _____

REMINDERS ISSUED

1st Reminder _____

2nd " _____

3rd " _____

4th " _____

5th " _____

6th " _____

SUBJECT Discussion of Railway Subjects at Simla.

No. R. S. 622 dated 19-9-34 Encls. Files in separate bundles as per lists herein enclosed.

To

The Agent, M. Rly.

Negapatam

Sir,

With reference to your letter no 225 of 15-9-1934, & the telephone message of 18-9-34, I have the honour to forward herewith the Railway Secty files as noted below for your study & discussion with the Railway Board officers at Simla, during your stay there.

1) Chamarajanagar - Satyamangalam Extension (Vide Mr. Groves report re: alternative route to Erode via Kollegal & Satyamangalam.)

2) Taking over the Bangalore city Harihar Section.

The receipt of the above files may kindly be acknowledged.

I have etc,

for Secy to Govt. of Negapatam

19/9.

After issue this will be subs. to the Secy. for information

Subs.

19/9

Wp. A. 265-1000 2 9-34

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

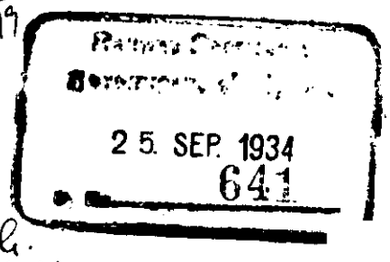
AGENT'S OFFICE,

Mysore, 21st Septr. 1934.

No. 249 /Fl. 86/35

Enc.

SD 25/9



From

THE AGENT,

Mysore Railways,

MYSORE.

To

The Secretary

to the Government of Mysore for Railways,

Bangalore.

Sir,

Discussion of Railway Subjects at Simla.

==========

I have the honour to acknowledge receipt of the Railway Secretariat files, as noted below, sent with your letter No.R.S. 622 dated 19th September 1934.

1. Chamarajanagar-Satyamangalam Extension (with Mr.Grove's Report regarding alternative routes to Erode via Kollegal and Satyamangalam).

2. Taking over the Bangalore city-Harihar Section.

I have the honour to be,

Sir,

Your most obedient servant,

for Agent.

Sibl.

Receipt of the files will be awaited.

SD 26/9 M.R. 26/9

21/9/34

RAILWAY SECRETARIAT

File No._____

DRAFT

Copied by _____

Compared by _____

Signed by _____

REMINDERS ISSUED

1st Reminder _____

2nd " _____

3rd " _____

4th " _____

5th " _____

6th " _____

SUBJECT

No. R S. 900 dated ~~25~~ 26/10/24 Encls. _____

To

The Agent

Mysore Rly.

Sir,

I have the honour to request that you will be so good as to send at an early date 6 copies each of the marginally noted maps referred in the Traffic Report of Chamarajnagar - Satyamangla extension, as they are urgently required by the Residency. ~~I request that you will~~

I have etc.

H.
26/10

for Secy for Rly.

23/x.

Index map of the projected line & Connected Rly in South India.

1. Map showing the area served by the projected railway & important places mentioned in the Report.

DEWAN'S OFFICE
16 OCT. 1934
No. S. 5. 3.

D.O. No. 516-W.

RAILWAY DEPARTMENT.

(RAILWAY BOARD)

Simla ~~New Delhi~~, the 10th October 1934.

My dear Sir Mirza Ismail,

I have delayed replying to your letter of the 22nd September as I knew Sinclair was coming up to Simla for the Indian Railway Conference Association meeting.

2. I hardly think the report of my interview with a representative of the "Hindu" on September 13th is very accurate. However, that is a matter of minor importance, and I shall certainly now go further into the question of the construction of the Chamarajanagar-Satyamangalam Railway. So far we have not had letter No. R.S.566, dated the 13th September 1934, from the Secretary to the Government of His Highness the Maharaja of Mysore, Railway Department, to the Secretary to the Hon'ble the Resident in Mysore, referred to us.

Wh C. Sec. Kindly ask Secy Resident whether received?

3. I had a talk with Sinclair to-day and I have asked him to supply me with certain information which will help us in coming to a decision on whether this line should be gone ahead with or not. Before a decision can be arrived at we will probably require to undertake a revision of the original estimate and also the traffic surveys.

4. Sinclair suggested that we might have a joint meeting in Mysore with representatives of the M. & S.M. and South Indian Railways, whose traffic this connection would undoubtedly affect. If after going into the whole question this should appear to be necessary, I am quite prepared to consider this suggestion and either come myself or send a representative from the Railway Board.

With kindest regards,

Yours sincerely,

P. Rathbone Russell

Mr. to Secretary to ~~H.H.~~ the H.H. for personal -
Copy to Agent for information.

Amin-ul-Mulk Sir Mirza M. Ismail, C.I.E., O.B.E.,
Dewan of Mysore State,
Carlton House,
Bangalore.

16/10

(Leg Rep)

Camp No. R. S. 10 /Fl. No. 1

Encl.

RAILWAY SECRETARIAT,

Mysore, ... *193* .

From Camp- 17th October 4

The Secretary to the Government of Mysore for Railways,

Mysore.

To

The Agent,
Mysore Railways, Mysore.

Chamarajanagar-Satyamangalam extension

Sir,

I am directed to forward herewith for information, a copy of D.O.Letter No.516-W dated 10th October 1934 received from the Chief Commissioner of Railways, Government of India - Railway Board, on the above subject.

I have the honour to be,
Sir,
Your most obedient servant,

17/10/34

Secretary for Railways,
Government of Mysore.

17/X

RAILWAY SECRETARIAT

File No. _____

DRAFT

Copied by _____

Compared by _____

Signed by _____

REMINDERS ISSUED

Camp

1st Reminder _____

2nd " _____

3rd " _____

4th " _____

5th " _____

6th " _____

SUBJECT

No. R S. 18 dated 26-10-24 Encls. one

To

_____

_____

Dear Mr.Ranganathan,

I send herewith for information of the Agent, a copy of our letter to the Residency regarding construction of the Chamarajanagar-Satyamangalam Railway as on record in your office

I am Yours sincerely, per

HG

25/W

G. N. Ranganathan, Esq.,
Assistant Agent, Mysore Railways, Mysore.

771/CB.

20th October

My dear Major Edwards,

I am desired to invite your kind reference to our Railway Secretary's letter No. R.S.566 dated 13th September 1934 on the subject of the construction of Chamarajanagar - Satyamangalam Railway. As you are aware, the Mysore Government are very anxious for an early settlement of this question, and they will be obliged if the Hon'ble the Resident will kindly use his good offices to facilitate an early and favourable decision.

Yours sincerely,

R.R

Major C.G.N. Edwards, I.A.,
Secretary to the Hon'ble the Resident in Mysore.

AGENT'S OFFICE,
MYSORE.

No.4028
with enclosures

1st November 1934.
2nd

Dear Mr.Singaravelu,

As desired in your D.O.letter No.1555 dated 31st October 1934, I send herewith copies of my letter to -- Sir Guthrie Russell as well as the Note and connected -- papers.

Yours sincerely,

To

T.Singaravelu Mudaliar, Esq.,B.A.,B.L.,
Private Secretary to the Dewan of MYsore,
Bangalore.

Confidential.

AGENT'S OFFICE,
MYSORE.
1st November 1934.

Dear Sir Guthrie,

As requested I send a Confidential note giving my views on the construction of the Chamarajanagar-Satyamangalam connection.

I am sorry there has been some delay in submitting this note, but I had to go into figures of traffic likely to be diverted and as you will see from the note, these figures are just averaged out haphazard and to my mind grossly -- exaggerated. For instance now that the Balharshah line is constructed, the Great Indian Peninsula Railway will certainly not lose by this construction and are likely to gain. In any case, I have taken these figures as a guide and worked on them.

I enclose two maps, one showing the country traversed by the proposed Railway and the other showing it with reference to the Railway system in Southern India generally. The maps show beyond dispute how essential this connection is to complete the Railway system in Southern India, and is so obvious a connection that it is really difficult to understand why it has been delayed so long.

From the point of view of the public generally there can be no two opinions about the necessity for this line. It

will certainly be the greatest boon that could possibly be conferred on the travelling public and traders in Southern India.

As regards the South Indian Railway when I discussed it with Rothera and Miller in Simla, Miller thought it would certai be beneficial to the South Indian Railway, but considered that i stead of going on from Satyamangalam to Tiruppur and thence to - Palni, it would be in the interest of the South Indian Railway to connect up Chamarajanagar with Satyamangalam thence to Mettupalayam and make a mixed gauge from Mettupalayam to Podanur.

It is not for the Mysore Railways to try to map out the route for the South Indian Railway beyond Satyamangalam. All we desire is a Metre Gauge connection to the South via Satyamangalam, and if we get a connection from there to Mettupalayam and thence to Podanur, we would naturally withdraw our objection to the Tiruppur-Satyamangalam connection being on the light Broad Gauge.

Rothera's only objection at Simla was the cost and it is fo this reason that I have gone into the cost in this note, but whatever the cost, the development of traffic and the convenience to travel and trade generally will be so great that I do not think this should be allowed to influence the question too much.

You will, I know, feel that at present I hold a brief for the Mysore Railways but regardless of the Mysore Railways, who will obviously benefit from this connection, I feel, and feel very -- strongly, that this connection will be of so great a benefit to Railways in British territory that its construction should be hasted as far as possible, and I am convinced that it will be the best paying proposition that has been taken up in Railway construction in Southern India since my connection with these Railways 30 years ago.

The Cochin Harbour being opened makes the sea route all along the west coast of India so easy for the diversion of traffic from Railways and this coupled with motor transport make it, I consider, incumbent on us to shorten the Railway route if we are goin

to retain any of the traffic along this route to Railways.

There is one other point that I would like to stress and that is, that the present moment, when money, labour and material are cheap, appears to be the time best suited to take up this construction. What we generally do is to wait till there is a boom and then start construction which is just about completed when a slump comes along and we are left lamenting.

Please accept my best thanks for having given me this opportunity of placing my views before you confidentially. All that remains for me to say is that I consider the question should be discussed as urgently as possible at a meeting between the Railway Board and the three Railways concerned and, as the question is one of such importance to Southern Railways generally, I am sure we would all feel harpier if you could make it convenient to personally preside at this meeting, as there is nothing like a discussion with the fountain head and I would suggest Bangalore as the meeting place.

If you could bring Lady Russell down with you, I know the Mysore Government would do all in their power to make your stay a pleasant one and I would make it my personal business to show you both round the Mysore State.

Stallard and Parsons both told me at Simla that they did not think they would seriously oppose this connection.

Yours Sincerely,

To

Sir Guthrie Russell, Kt.,
Chief Commissioner of Railways,
New Delhi.

CHAMARAJANAGAR-SATYAMANGALAM RAILWAY.
*****

Chamarajanagar is the Southernmost station on the Mysore Railways. Satyamangalam is not a Railway station at present but will be one when the South Indian Railway build the projected line from Palni, a station on the Pollachi-Dindigul Chord via Tiruppur to Satyamangalam. A line connecting Chamarajanagar and Satyamangalam will be only 56 miles long and will establish direct metre gauge connection between the South Indian and the Mysore Railways. Incidentally it will provide a shorter route between the Mysore State and the country to the North of it on the one hand and the Southern and Western portions of the Madras Presidency on the other. Out of the 56 miles of line, the first 26½ miles will be on the Deccan plateau (2,000 to 3,000 ft. above sea level) and the last 8 miles will be in the plains of Madras (about 900 ft. above sea level). The Intermediate Section about 22½ miles will be a hill section where a descent of approximately 2,000 ft. from the plateau to the plains will have to be negotiated. Of the total length of 56 miles, roughly 11 miles will be in Mysore territory and the Mysore Government are ready to connect this as soon as they are assured of the further extension in British territory. The balance of about 45 miles is in British territory.

2. According to a survey made in 1912 by the South Indian Railway, the capital cost of the British Section was 76 lakhs. Subsequently Mr.G.Richards looked into the question on behalf of the Railway Board about 1916-17 and estimated the cost of this Section at Rs.83 lakhs. In 1928, the South Indian Railway gave an abstract estimate showing the cost

at Rs. 191 lakhs. According to a further abstract given by the South Indian Railway in 1932 the cost will be Rs.163 lakhs. This is the latest estimated cost but the South Indian Railway themselves are of opinion that substantial reductions can be made aft a further detailed survey.

3. Independent Traffic Surveys were carried out by officers of the South Indian and the Mysore Railways in 1927-28 and there was substantial agreement as regards the earnings that could be expected. The earnings of the British Section from all sources including that from diverted cross traffic was estimate at Rs.9·62 lakhs nearly. Copies of abstract estimate of the line and a covering note on the financial prospects received from the Agent, South Indian Railwa in September 1932 are attached(Appendix A). The figures therein relate only to the British Section from the Mysore frontier to Satyamangalam. According to this, the line is expected to pay 4·11% even on the capital cost of Rs.163 lakhs for 45 miles provided the loss to existing lines from diverted traffic is not taken into account. Taking the loss to the South Indian Railway on diverted traffic, the line is estimated to pay 1.29 per cent on the same capital cost. But the capital cost is admittedly too high and the estimate of loss from the diverted traffic certainly needs reviewing.

4.The only estimate of loss from diverted traffic was the one made by the Audit Office of the South Indian Railway in 1927-28 on the assumption that traffic will always follow the shortest route irrespective of the number of transhipments. The estimate was based on the figures of traffic for one

month with light traffic and one with heavy traffic taken as the average and multiplied by 6. The traffic lost or gained by various railways was estimated as under:-

Railways.	Loss	Gain	Remarks
S.I.Railway.	9,24,345	-	
M.S.M. "	6,67,968	-	
Mysore Rys.	-	10,21,581	
G.I.P.Ry.	2,46,158	-	
Proposed Ry.	-	4,06,668	
All Railways.	18,38,471	14,28,249	

The above figures,however,do not bring out the true aspect of the case.

5.Firstly,the existing Mysore Railways was taken to extend to Haradanahalli while it terminated 5 miles short of that point. The effect of this is that Rs.39,320 has to be added to the earnings of the proposed line and deducted from the gain to the Mysore Railways. Again,the loss on the Arsikere-Bangalore Section was taken to be loss to the M.& S.M. Railway system while it would actually be a loss to the Mysore State who own the line and will be working it before the proposed line is built. This means a considerable reduction,viz.,Rs.3,40,984 both in the loss to the M.& S.M.Railway and the gain to the Mysore Railways. The possibility of charging higher rates on the Ghat Section of the proposed Railway to make up for higher interest and maintenance charges and the effect of such charges on the earnings has not been taken into account by the South Indian Railway. The Railway Board specially stressed this point in their instructions to Mr.Richards who was deputed to investigate this and other lines in 1916. If double

mileage rates are charged on the Ghat Section a good deal of traffic that would otherwise be diverted from the existing open lines will keep to the present rout The loss from this source to the M.& S.M.and the S.I Railways would be practically wiped off. It would, on the other hand,reduce the earnings of the Mysore Railways from diverted traffic. A statement showing the effect of the diversion of traffic on various lines keeping the above points in view is attached as Appendix B.

6.The Mysore Railways no doubt stand to gain by the construction of the line to the extent of about 3 lakhs per year. But against this has to be set off the expenditure they have already incurred in constructing the Mysore-Arsikere Chord line which is an important link in the through north and south Metre Gauge connection and also the expenditure they will have to incur in bringing the Mysore-Chamarajanagar section to main line standard. If this is borne in mind,the Mysore Railways cannot be said to be pressing for the construction of the line to benefit unduly by it.

7. So far as the M.& S.M.Railway is concerned, the figures would be as under:-

Total estimated loss in gross earnings from diversion of traffic.		Rs.8,42,888
Deduct		
(1)Rebate payable to S.I.Ry.	Rs.1,74,920	
(2)Loss to Mysore State Line(Arsikere-Bangalore Section.	3,40,984	7,02,187
(3)Loss on traffic that would not be diverted if double rates are charged on the Ghat Section.	1,86,283	----------
	Net loss.	1,40,701

The greater portion of this would be on the Madras-Bangalore(chiefly Jalarpet-Bangalore)Section where owing to the payment of 25% of gross earnings to the S.I.Railway as rebate,the net loss would be proportionately less keenly felt. Another point that must affect the view of the M.& S.M.Railway is the diversion of traffic to the N.G.S.Railway route via Balharshah and Dronachellam since the estimate was made in 1927. I consider that the new line instead of causing loss to the M.& S.M.Railway might actually be the means of regaining to the routes via Hotgi and Poona some of the traffic between Northern and Southern India that has been diverted to the route via Balharshah and Dronachellam. In any case I consider that any loss that may occur to the M.& S.M. Railway would be so small that it would not be in their interest to oppose this connection.

8.According to the Audit estimate, the existing open lines of the South Indian Railway would lose Rs.9,24,345. Against this, the same lines would earn from new traffic created Rs.6,82,098 according to the estimate of the Mysore Railways, and Rs.6,16,903 according to the estimate of the South Indian Railway. A short line linking two large and prosperous areas like the Mysore State and portions of the Madras Presidency and resulting in considerable saving in time and money to the public is bound to stimulate traffic considerably. In any case there can be no doubt that the new traffic that will be created will reduce the loss to about 3 lakhs. If double rates are charged on the Ghat Section, even this loss would be wiped off. The improvement of the Cochin-Harbour and the conversion of the Shoranur-Cochin Railway to Broad Gauge, the gradual improvement of the Ghat

roads connecting Mysore with the West Coast and the Southern District of Madras and the great advance made by Mechanical traction on roads have all to be taken into consideration. Under the new conditions it is certainly not wise to expect the public to continue using the present round about rail route as in the past. The Mysore and the South Indian Railways have recently had to make drastic cuts in rates between Mysore and West Coast ports to compete with lorries (and a few instances are given in the statemen vide Appendix C. The following table of distances will show that this process will have to go on and the only means of keeping such traffic to the Railway would be the construction of the proposed line and the reduction of the lead by Railway.

Pairs of Stations	Distance by road	Distance by existing Ry.	Distance if proposed Ry. is constructed.
(1)Mysore & Tellicherry.	115	498	302
(2)Nanjangud & Calicut.	116	472	244
(3)Chamarajanagar & Coimbatore.	89	384	97
(4)Mysore & Ootacamund.	100	399	153

I really think that this connection will stimulate traffic to such an extent that instead of the South Indian Railway losing revenue through its construction they will benefit as much as the Mysore Railways are likely to and instead of opposing this construction I would, if I had anything to do with the South Indian Railway, press for it as an urgent necessity.)

9. The construction of the Chamarajanagar-Satyamangalam line will by itself not serve its full purpose unless Satyamangalam is first linked up with the

South Indian Railway Metre Gauge System. The lines from Palni to Tiruppur and Tiruppur to Satyamangalam and on to Mettupalaiyam are considered to be necessary in the interests of local traffic. When these are built the South Indian Railway should, in their own interests, press for the connection from Satyamangalam to Chamarajanagar.

COVERING NOTE ON FINANCIAL PROSPECTS.

RAILWAY:- SATYAMANGALAM-MYSORE FRONTIER RAILWAY.

STANDARD OF PERMANENT WAY:- New 50 lbs. rails on steel transverse sleepers.

(a)	Length of line.		45.37 miles.
(b)	G a u g e.		3'-3 3/8"
(c)	Capital cost including junction arrangements and interest on capital during construction.	Rs	1,62,99,449
(d)	Cost of line per mile, excluding junction arrangements and rolling stock.	"	3,50,440
(e)	Cost per mile of rolling stock, if provided.	"	--
(f)	Cost of junction arrangements.	"	4,00,000
(g)	Gross earnings of branch (3rd class passenger earnings calculated at 2½ pies per passenger mile and goods earnings at 10.6 pies per ton mile.)	"	9,62,240
(h)	Gross earnings of branch per mile per week.	"	407.86
(i)	Gross earnings of branch per train mile.	"	5.21
(j)	Working expenses of branch.	"	4,81,823
(k)	Working expenses of branch per mile per week.	"	204.23
(l)	Working expenses of branch per train mile.	"	2.61
(m)	Working expenses of branch ~~pwr~~ (including 5% of gross earnings on branch when rolling stock has not been provided under capital cost)-(j plus 5/100 g).	"	5,29,935
(n)	Gross earnings of existing lines from new traffic interchanged with the projected line. Additional earnings Rs.6,16,903.	"	*6,16,903
(o)	Percentage of working expenses to gross earnings prevailing on connected existing lines. Gross earnings including 5% for hire of rolling stock.	"	61.46 % of
(p)	Working expenses of existing lines for new traffic interchanged with the projected line n x 0/100	"	3,79,148
(q)	Net earnings on branch:- (g-j) where rolling stock has been provided for under capital cost. (g-m) where rolling stock has not been provided for under capital cost.	"	4,32,305
(r)	Net earnings of existing lines from new traffic interchanged with the projected line (n-p).		2,37,755
(s)	Net income to be credited to projected line (q plus r)		6,70,060
(t)	Percentage return on capital cost (s/c x 100)	"	4.11%
(u)	Percentage of working expenses (including 5% of gross earnings for hire of rolling stock) to total gross earnings.	"	55.07%

Trichinopoly
ated 4th January 1931.

Sd/-V.Rajah,
For Chief Auditor.

*(a) Loss to existing lines by the opening of this Railway has not been taken into account.
(b) It is anticipated that substantial reductions can be made in the estimated cost after a detailed survey is made.

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(Including diverted traffic)from and loss to main line.

COVERING NOTE ON FINANCIAL PROSPECTS.

RAILWAY:- SATYAMANGALAM-MYSORE FRONTIER.

STANDARD OF PERMANENT WAY:- New 50 lbs.rails on steel transverse sleepers.

(a)Length of line.		45.37 miles.
(b)G a u g e.		3'-3 3/8"
(c)Capital cost,including junction arrangements and interest on capital during construction.	Rs.	1,62,99,499
(d)Cost of line per mile,excluding junction arrangements and rolling stock.	"	3,50,440
(e)Cost per mile of rolling stock,if provided.		-
(f)Cost of junction arrangements.	"	4,00,000
(g)Gross earningsof branch(3rd class passenger earnings at 2½ pies per passenger mile and goods earnings at 10.6 pies per ton mile.)	"	9,62,240
(h)Gross earnings of branch per mile per week.	"	407.86
(i)Gross earnings of branch per train mile.	"	5.21
(j)Working expenses of branch(as furnished by departments)	"	4,81,823
(k)Working expenses of branch per mile per week.		204.23
(l)Working expenses of branch per train mile.		2.61
(m)Working expenses of branch(including 5% of gross earnings on branch when rolling stock has not been provided under capital cost)-(j plus 5/100 g).	"	5,29,935
(n)Gross earnings of existing lines from new traffic interchanged with the projected line.	"	(a) Minus 5,74,248
(o)Percentage of working expenses to gross earnings prevailing on connected existing lines.Gross earnings including 5% for hire of rolling stock.		61.46 of Gross earnings i
(p)Working expenses of existing lines for new traffic interchanged with the projected line n x 0/100.	"	Minus 3,52,933
(q)Net earnings on branch:-		
(g-j)where rolling stock has been provided for under capital cost.		
(g-m)where rolling stock has not been provided for under capital cost.	"	4,32,305
(r)Net earnings of existing lines from new traffic interchanged with the projected line(n-p)	"	Minus 2,21,315
(s)Net income to be credited to projected line(q plus r)		2,10,990
(t)Percentage return on capital cost(s/c x 100)		1.29%
(u)Percentage of working expenses(including 5% of gross earnings for hire of rolling stock)to total gross earnings.	"	55.07%

Details for item(n)	Rs
(a)(i)Additional earnings.	6,16,903
(ii)Loss to existing lines due to diverted traffic.	7,53,851
(iii)Loss on rebate on M.S.M.Ry.	4,37,300
Total gross loss.	5,74,248

Trichinopoly
Dated 29th October 1931.

Note. It is anticipated that substantial reductions can be made in the estimated cost fa after a detailed survey is made.

Sd/- V.Rajah,
Ag.Chief Auditor.

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Ms A

SOUTH INDIAN RAILWAY COMPANY LTD.
(Incorporated in England).

SATYAMANGALAM-MYSORE FRONTIER RAILWAY.

(Gauge 3'-3 3/8"
(Length. 45.37 miles.

ABSTRACT COST OF RAILWAY.

HEADS OF ACCOUNT.	Sub and detailed heads : Cost	Sub and detailed heads : Rate per mile.	Main Heads. : Cost	Main Heads. : Rate per mile.
	Rs	Rs	Rs	Rs
STRUCTURAL ENGINEERING WORKS.			1,19,99,388	2,64,478
(1)Preliminary Expenses-	2,43,541	5,368		
(a)Survey Expenses.	19,886	438		
(b)Plant.	12,471	275		
(c)Establishment.	2,11,184	4,655		
(2)Land.	3,10,434	6,842		
(3)Formation-	74,78,960	1,64,844		
(a)Earthwork.	19,81,371	43,672		
(b)Tunnels.	52,58,925	1,15,912		
(c)Walling	1,81,810	4,007		
(d)Side drains.	56,854	1,253		
(4)Bridge Work -	20,69,120	45,605		
(a)Major Bridges -	10,79,143	23,785		
(b)Steel work.	5,40,691	11,917		
(ii)Masonry	5,21,535	11,495		
(iii)Miscellaneous	16,917	373		
(b)Minor Bridges -	9,89,977	21,820		
(i)Steel work.	18,885	416		
(ii)Masonry	9,51,162	20,965		
(iii)Miscellaneous.	19,930	439		
(c)Road Over and Under Bridges.				
(i)Steel work.				
(ii)Masonry.				
(iii)Miscellaneous.				
(5)Fencing-	49,235	1,065		
(a)Fencing.	6,825	150		
(b)Road crossings.	32,248	711		
(c)Mile & Gradient Posts	10,162	224		
Carrived over:-			1,19,99,388	2,64,478

SOUTH INDIAN RAILWAY COMPANY LTD.
(Incorporated in England).

SATYAMANGALAM-MYSORE FRONTIER RAILWAY.

(Gauge 3' - 3 3/8"
(Length. 45.37 miles.

ABSTRACT COST OF RAILWAY.

HEADS OF ACCOUNT.	Sub and detailed heads : Cost	Sub and detailed heads : Rate per Mile.	Main Heads. : Cost	Main Heads. : Rate per Mile.
	Rs	Rs	Rs	Rs
Brought forward.			1,19,99,388	2,64,478
5)Electric Telegraph -	18,148	400		
Electric Instruments Telephones Train Control Equipment.	18,148	400		
7)Ballast & Permanent Way.	14,44,886	31,847		
(a)Main line -	13,75,057	30,308		
(i)Rails & Fastenings.	5,93,467	13,081		
(ii)Sleepers & Fastenings.				
(a)Wood.	1,04,358	2,300		
(b)Cast iron and ferro-concrete.				
(c)Steel Trough.	5,03,556	11,099		
(iii)Ballast.	1,73,676	3,828		
(b)Sidings -	38,076	839		
(i)Rails & Fastenings.	18,271	403		
(ii)Sleepers & Fastenings				
(a) Wood				
(b) Cast iron and ferro-concrete.				
(c) Steel Trough.	15,944	351		
iii)Ballast.	3,861	85		
9)Electric Track Equipment.				
11)Points and Crossings.	31,753	700		
(i)Points and Crossings.	17,535	386		
(ii)Crossing sleepers & Fastenings.				
(a)Wood.	14,218	314		
(b)Cast Iron & ferroconcrete.				
(c)Steel Trough.				
Carried over.			1,19,99,388	2,64,478

SOUTH INDIAN RAILWAY COMPANY LTD.
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SATYAMANGALAM-MYSORE FRONTIER RAILWAY.

(Gauge 3'- 3 3/8"
(Length. 45.37 miles.

ABSTRACT COST OF RAILWAY.

Heads of Account.	Sub and detailed heads: Cost	Sub and detailed heads: Rate per mile.	Main Heads: Cost	Main Heads: Rate per mile.
	Rs	Rs	Rs	Rs
Brought forward.			1,19,99,388	2,64,478
(8)Stations and Buildings.	2,11,148	4,654		
(a)Stations and Offices.	59,644	1,315		
(i)Masonry.	37,180	820		
(ii)All others.	22,464	495		
(b)Workshops,Store Buildings, etc.				
(i)Masonry.				
(ii)All others.				
(c)Electric Power Stations and Sub-Stations Buildings. -				
(i)Masonry.				
(ii)All others.				
(d)Residential Buildings.	99,200	2,186		
(i)Masonry.	99,200	2,186		
(ii)All others.				
(e)Fixed Station Machinery.	32,304	1,153		
(9)Shore-connections for Ferry Steamers.				
(10)Plant - Construction.	1,73,916	3,833		
II. EQUIPMENT.-			31,610	697
(1)Plant:-	22,277	491		
(a)Engineering.	22,277	491		
(b)Locomotive.				
(c)Carriage and Wagon.				
(d)Electric Traction Power Station and Sub Station.				
(e)Electric.				
(f)Miscellaneous.				
(2)Station and Office Furniture.	9,333	206		
Carrixed over.			1,20,30,998	2,65,175

SOUTH INDIAN RAILWAY COMPANY LTD.,
(Incorporated in England).

SATYAMANGALAM-MYSORE FRONTIER RAILWAY.

(Gauge. 3'- 3 3/8"
(Length. 45.37 miles.

ABSTRACT COST OF RAILWAY.

HEADS OF ACCOUNT.	Sub and detailed heads : Cost	Sub and detailed heads : Rate per mile	Main heads. : Cost	Main heads. : Rate per mile.
	Rs	Rs	Rs	Rs
Brought forward.			1,20,30,998	2,65,175
(3)Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic.				
III.ROLLING STOCK-				
(1)Rail -				
(a)Locomotive - (i)Engines and Tenders				
(ii)Boilers.				
(iii)Electric.				
(b)Carriage and Wagon-				
(i)Coaching Vehicles				
(ii) Goods Vehicles.				
(c)Motor Vehicles.				
(2)Motor Vehicles - Road.				
(3)Ferries -				
(a)Steam Boats.				
(b)Barges and Minor Craft.				
IV.GENERAL CHARGES -			26,19,018	57,726
(1)Salaries and Allowances -	23,87,803	52,630		
(a)Direction & General.	2,68,073	5,909		
(b)Engineering.	19,56,100	43,114		
(c)Audit & Accounts.	57,400	1,265		
(d)Stores.	24,200	534		
(e)Medical & Sanitation.	82,030	1,808		
(f)Mechanical Engineering and Transportation (Power).				
(g)Transportation(Traffic) and Commercial.				
Carried over.			1,46,50,016	3,22,901

SOUTH INDIAN RAILWAY CO.,LTD.
(Incorporated in England).

SATYAMANGALAM-MYSORE FRONTIER RAILWAY.

{Gauge 3'- 3 3/8"
{Length. 45.37 miles.

ABSTRACT COST OF RAILWAY.

Heads of Account.	Sub and detailed heads : Cost	Sub and detailed heads : Rate per mile	Main Heads : Cost	Main Heads : Rate per mile.
	Rs	Rs	Rs	Rs
Brought forward.			1,46,50,016	3,22,901
(2)Office Expenses.	1,17,450	2,589		
(a)Accommodation.	43,050	949		
(b)Contingencies.	74,400	1,640		
(3) Residential Quarters	89,765	1,979		
(4) Instruments.	17,000	374		
(5) General Charges on Stores.	7,000	154		
(a)Indian Freight and Handling.	3,000	66		
(b)Miscellaneous Indian Charges.	4,000	88		
V. COLLIERIES -				
(1)Colliery Block Account.				
(2)Plant and Equipment.				
(3)Sinking Fund.				
			1,46,50,016	3,22,901
Add proportionate cost of Junction arrangements at Satyamangalam.			4,00,000	8,817
			1,50,50,016	3,31,718
Add interest on Capital during construction.			13,05,563	28,776
			1,63,55,579	3,60,494
Deduct rebate on Rails and Fishplates to be purchased from Messrs.Tata & Co.			56,130	1,237
Total Cost:-			1,62,99,449	
Rate per mile.				3,59,257

Sd/- E.A. G lanwille
For Chief Engineer,Construction.

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APPENDIX B.

CHAMARAJANAGAR-SATYAMANGALAM RAILWAY.

Statement showing effect of diversion of traffic on different Railways.

NO.	ITEM.	Earnings of new line from cross traffic.	Loss to South Indian Ry. Loss on lines worked	Loss to South Indian Ry. Loss of rebate on Madras-Bangalore Section.	Loss to South Indian Ry. Total	Loss to Madras & Southern Mahratta Railway	Loss to G.I.P. Railway	Gain to Mysore Railways.	REMARKS
		Rs	Rs	Rs	Rs	Rs	Rs	Rs	
1.	Loss and gain as per statements furnished by the Auditor, S.I.Ry. (a) Coaching.	39,828	88,875	17,000	1,05,875	3,230	61,190	93,846	Figures are furnished by the S.I.Ry on the assumption that the Chamaraja nagar Haradanahalli section(5 miles)is open which is not the case.
	(b) Goods.	3,66,840	6,60,550	1,57,920	8,18,470	6,64,738	1,84,968	9,27,735	
2.	Add to new line and deduct from Mysore Railways portion earnings for 5 miles Chamarajanagar to Haradanahalli not open for traffic.	39,870	..	..	..	..	..	- 39,870	
	Balance.	4,46,538	7,49,425	1,74,920	9,24,345	6,67,968	2,46,158	9,81,711	Arsikere-Bangalore Section is the property of the Mysore Government and only temporarily worked by the M.& S.M.Ry. The loss will therefore affect the former and not the latterwho are interested~~x~~ only to the extent of 5% of the net earnings.
3.	Deduct from Loss to Madras & Southern Mahratta Ry.and gain to Mysore Ry.of loss to Bangalore City-Arsikere section.	..	..	..	..	3,40,984	..	3,40,984	
		4,46,538	7,49,425	1,74,920	9,24,345	3,26,984	2,46,158	6,40,727	
4.	Deduct from earnings of new line and Mysore Rys and from loss to other lines of earnings on traffic that will not be short circuited if double mileage is charged for on Ghat.	1,45,744	2,59,206	57,177	3,16,383	1,86,283	40	3,23,654	
		3,00,794	4,90,219	1,17,743	6,07,962	1,40,701	2,46,118	3,17,073	
5.	Gain to new Railway by charging double rates on the 21 miles of Ghat.	1,12,800	..	..	..	..	..	..	
	Net result to each Railway.	4,13,594	..	..	6,07,962	1,40,701	2,46,118	3,17,073	

APPENDIX C.

Statement showing reduction of rates that have already been made and also proposed for traffic between certain stations in the Mysore State on the one hand and on the West Coast of Madras on the other.

Commodity	Stations From	Stations To	S.I.Railway Lead	S.I.Railway Normal rate	S.I.Railway Special rate	M.S.M.Railway Lead	M.S.M.Railway Normal rate	M.S.M.Railway Special rate	Mysore Railways. Lead	Mysore Railways. Normal rate	Mysore Railways. Special rate	Total Lead	Total Normal rate	Total Special rate
1.Grains, pulses & seeds.common O.R.C/400.L.	Calicut.	Mysore (via JTJ & SBC).	281	0- 7- 8 (CA & CK)	0- 5-5	89	0- 2-10	0- 2-10	86	0- 3- 3	0- 1- 8	456	0-13- 9	0- 9-11
"	"	Manjangud Town.	281	0- 7- 8	0- 5-2	89	0- 2-10	0- 2-10	102	0- 3- 9	0- 1-11	472	0-14- 3	0- 9-11
"	"	Chamarajanagar.	281	0- 7- 8	0- 5- 2	89	0- 2-10	0- 2-10	124	0- 4- 5	0- 1-11	494	0-14-11	0- 9-11
"	Cannanore.	Mysore (via JTJ &SBC.).	336	0- 8- 3 (CA.& CK).	0- 3-11	89	0- 2-10	0- 1- 1	86	0- 3- 3	0- 1- 0	511	0-14- 4	0- 6- 0
"	Tellicherry.	"	323	0- 8- 1 (CA. & CK).	0- 3-11	89	0- 2-10	0- 1- 1	86	0- 3- 3	0- 1- 0	498	0-14- 2	0- 6- 0
% C/270	Mysore (via SBC. & JTJ.)	Cannanore.	336	0-11- 2	0- 3-11	89	0- 2-10	0- 1- 1	86	0- 3- 3	0- 1- 0	511	1- 1- 3	0- 6- 0
" C/270	"	Tellicherry.	323	0-10- 9	0- 3-11	89	0- 2-10	0- 1- 1	86	0- 3- 3	0- 1- 0	498	1- 0-10	0- 6- 0
2.Flour or Sugar.O.R.L.	Calicut.	Mysore(via JTJ & SBC)	281	0-10- 4	0- 6-10	89	0- 3- 1	0- 3- 1	86	0- 3- 6	0- 2- 1	456	1- 0-11	0-12- 0
"	"	Nanjangud Town.	281	0-10- 4	0- 6- 6	89	0- 3- 1	0- 3- 1	102	0- 4- 1	0- 2- 5	472	1- 1- 6	0-12- 0
"	"	Chamarajanagar.	281	0-10- 4	0- 6- 6	89	0- 3- 1	0- 3- 1	124	0- 4-10	0- 2- 5	494	1- 2- 3	0-12- 0
3.Flour O.R.L.	Cannamore	Mysore	336	0-12- 3	0- 3-11	89	0- 3- 1	0- 1- 1	86	0- 3- 6	0- 1- 0	511	1- 2-10	0- 6- 0
"	Tellicherry.	"	323	0-11-10	0- 3-11	89	0- 3- 1	0- 1- 1	86	0- 3- 6	0- 1- 0	498	1- 2- 5	0- 6- 0
4.Mixed Consignments of Flour grain,pulses & seeds common O.R.C/400.L.	Cannamore	Mysore.	336	0- 8- 3	0- 3-11	89	0- 2-10	0- 1- 1	86	0- 3- 6	0- 1- 0	511	0-14- 7	0- 6- 0
	Tellicherry.	"	323	0- 8- 1	0- 3-11	89	0- 2-10	0- 1- 1	86	0- 3- 6	0- 1- 0	498	0-14- 5	0- 6- 0
5.Sugar O.R. W/200 L.	Mandya	Calicut (via SBC & JTJ.)	281	0-10- 4	0- 6- 1	89	0- 3- 1	0- 1-11	58	0- 2- 9	0- 1- 3	428	1- 0- 2	0- 9- 3
"	"	Badagara	310	0-11- 4	0- 6- 4	89	0- 3- 1	0- 1-10	58	0- 2- 9	0- 1- 2	457	1- 1- 2	0- 9- 4
"	"	Cannanore.	336	0-12- 3	0- 6- 8	89	0- 3- 1	0- 1- 9	58	0- 2- 9	0- 1- 2	483	1- 2- 1	0- 9- 7
"	"	Ernakulam.	292	0-10- 9	0- 6- 9	89	0- 3- 1	0- 1-11	58	0- 2- 9	0- 1- 3	439	1- 0- 7	0- 9-11
"	"	Mangalore.	418	0-15- 2	0- 9- 7	89	0- 3- 1	0- 2- 0	58	0- 2- 9	0- 1- 4	565	1- 5- 0	0-12-11
"	"	Tellicherry	323	0-11-10	0- 6- 6	89	0- 3- 1	0- 1- 9	58	0- 2- 9	0- 1- 2	470	1- 1- 8	0- 9- 5
6.Piece Goods .O.R.	Mysore	Calicut.	281	0-15- 0	0- 6- 2	89	0- 4- 7	0- 1-11	86	0- 4- 5 (OR.Spl)	0- 1-11	456	1- 8- 0	0-10- 0
"	"	Cannanore.	336	1- 1-10	0- 6- 7	89	0- 4- 7	0- 1- 9	86	0- 4- 5	0- 1- 8	511	1-10-10	0-10- 0
"	"	Tellicherry	323	1- 1- 2	0- 6- 6	89	0- 4- 7	0- 1- 9	86	0- 4- 5	0- 1- 9	498	1-10- 2	0-10- 0

A 208-500-27.3-34

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

MYSORE RAILWAYS

AGENT'S OFFICE,

Mysore, 1st November 1934.

No. 341 /Fl. 106

Enc. 6 Blue prints.

Railway Secretariat
Government of Mysore
3 NOV 1934
960

From

THE AGENT,

Mysore Railways,

MYSORE.

To

The Secretary

to the Government of Mysore for Railways,

Bangalore.

Sir,

Chamarajanagar-Satyamangalam Extension.

With reference to your No.R.S.900 dated 23rd/25th October 1934, I have the honour to forward herewith six copies of the Index Map of Chamarajanagar-Satyamangalam Railway and connected lines proposed and under construction as desired.

of the

The original/map showing the area served by the projected Railway and important places mentioned in the report is not traceable in the records of this office but if it is available with you in the secretariat records, it may kindly be sent and I shall arrange to have six blue prints of the same made and supplied to you.

Not traceable in the Rly Sect

I have the honour to be,

Sir,

Your most obedient servant,

Agent.

Subs:

3 copies of the Index map with the Secretariat to the Addl. Supdt. the Rees; by the Head clerk.

M.R.

As regards para 2 the Agent will be informed that the original map is not available here

3/11

3/11

RAILWAY SECRETARIAT

File No._____

DRAFT

Copied by _____

Compared by _____

Signed by _____

REMINDERS ISSUED

1st Reminder _____

2nd „ _____

3rd „ _____

4th „ _____

5th „ _____

6th „ _____

SUBJECT Chamarajnagar Satyamangala Extension.

No. R S. 990 dated 5/11/34 Encls. _____

To

The Agent, M. Rly.,

Mysore

Sir,

With reference to para 2 of your letter no: 341 of 2-11-1934 on the above Subject I have the honour to state that the original map showing the area served by the projected Railway & important places, is not traceable in this office.

I have etc;

H.G. 5/11

for Secy to Govt.

Govt. of Mysore

S.P. 3/11

All Communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No.F.208-34
R.O.II.

Railway Section
Government of India
19 NOV 1934
1012

FROM

Major C.G.N. Edwards, I.A.,
SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department, Bangalore.

Dated, Bangalore, the 13th November 1934.

Subject.
Chamarajanagar-Satyamangalam Railway extension.

SIR,

I am directed to refer to the correspondence ending with your letter No.R.S.566, dated the 13th September 1934, and to say that the Government of India and the Government of Madras have been addressed in the matter.

Slip F.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

PKH

MRM A 153—300—2-11-34

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

MYSORE RAILWAYS

AGENT'S OFFICE,

Mysore, 30th November 1934.

No. 408 /Fl. 106.

Enc. 6 Blue Prints

Railway Construction Department of Mysore
3 - DEC. 1934
1102

From

H. D. SINCLAIR, Esq.,

Agent, Mysore Railways,

MYSORE.

To

The Secretary

to the Government of Mysore for Railways,

Bangalore.

Sir,

Chamarajanagar-Satyamangalam extension.

With reference to correspondence ending with your letter No.R.S.990 dated 5th November 1934, I have the honour to state that the original copy of the plan sent with the report is not available and cannot be traced.

Six blue prints of the Index map, made afresh of Chamarajanagar-Satyamangalam Railway and connected lines showing the area served by the projected railway and important places mentioned in the report are herewith sent.

I have the honour to be,

Sir,

Your most obedient servant

Agent.

Draft forwarding 6 copies of the blue prints to the Subor. Resident's office is submd. for perusal before issue.

A.S.

Subd.

3/12

3/12

C.B. 843

D.O.No. F.208-34 / R.O.II

THE RESIDENCY,
BANGALORE.
27th November 1934.

DEWAN'S OFFICE
28 NOV. 1934
No. 2814.

Railway Secretariat
Department of Mysore
28 NOV. 1934
1069

Chamarajanagar - Satyamangalam Railway extension.

My dear Mr. Ranga Rao.

I am desired to acknowledge the receipt of your demi-official letter No.771/C.B., dated the 21st October 1934, and to say that the Government of India and Government of Madras were addressed on the subject on the 17th November 1934. Copies of the Mysore Government letters on the subject were forwarded in extenso, and the Resident has impressed on the Government of India the importance which the Mysore Government attach to this extension.

M+F
1069
D/28/11/34

Subd for perusal
Dewan Tho
Secy for Rys.
RR 27/11/34
27/11/34.

Yours sincerely

R. Ranga Rao, Esq., B.A., B.L.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Railway Secretariat
Department of Mysore
30 NOV. 1934
BJ

28-11-34 RR 29/11/34

Subd.
This will be recorded for the present
HB 30/11
30/11

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.1194-34
R.O. II

14 MAR 1935
1683
GOVERNMENT OF MYSORE

FROM

Major C. G. N. Edwards, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

Dated Bangalore, 13th March *193* 5.

Subject.

Chamarajanagar-Satyamangalam railway extension.

SIR,

With reference to paragraph 2 of your letter No. R.S.1480, dated the 16th January 1935, I am directed to say that the question of the Satyamangalam connection is still under the consideration of the Government of India, who have been fully informed of the importance which the Mysore Government attach to this connection.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Subd:
A Copy of this will also be Sent to the Agent mRly; for information if affd.

Copy sent to the Agent with Dr. R.S. 1957 dated 16th March 1935.

BJ
12/3

RAILWAY SECRETARIAT.

DE... OFFICE
15 MAR 1935
No.... ...
(333)

Abstract of important references received on 14th March 1935.

Serial No.	From whom received	Brief abstract
1	Secretary to the Hon'ble the Resident. (No F. 1194-34/R.O.III dated 13th March 1935).	Stating that the question of the Satyamangalam connection is still under the consideration of the Government of India, who have been fully informed of the importance which the Mysore Government attach to this connection. (Copy enclosed).

D. 1683

16/3/35

Bangalore, 14th March 1935.

H. Ramaiah

Secretary to the Government of Mysore for Railways.

16/3

RAILWAY SECTION
16 MAR 1935
GOVT OF MYSORE.

Amin-ul-Mulk Sir Mirza Muhamed Ismail, Kt., C.I.E., O.B.E.,

Dewan of Mysore.

MRM-192-1000-4-5-1921

Personal Agent 16/3/35

Copy of the Residency letter sent with No. R.S. 1857 dated 16-3-35 - H.G. 16/3

H.G. 16/3

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.208-34
R.O.II.

RAILWAY SECRETARIAT
23. MAY 1935
2126
GOVERNMENT OF MYSORE

FROM

Major C.G.N. Edwards, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

DEWAN'S OFFICE
23 MAY 1935
No. 6889

Dated Bangalore, 23rd May *1935.*

Subject.

Chamarajanagar-Satyamangalam Railway extension.

.....

SIR,

I am directed to refer to my letter No.1194-34/R.O.II, dated the 13th March 1935, and to say that to a recent enquiry the Government of India have stated that the matter is still under consideration.

I have the honour to be,
Sir,
Your most obedient servant,

for SECRETARY TO THE RESIDENT.

Submitted for info.

D. 2126
23.5.35. PKH

Dewan 23/5/35

23. 5. 35

SECRETARIAT
24. MAY 1935

Received 24/5/35

No 653 R.

Carlton House,
Bangalore.
26th May 1935.

Dear Sir Guthrie Russell,

Referring to my letter to you of the 22nd September 1934 and your reply to it dated the 10th October 1934, may I know if there is any chance of your coming this way during the coming monsoon and having a discussion in regard to the Chamarajanagar-Satyamangalam Railway connection? I see the District Board of Coimbatore are as keen as we are about it and are prepared to do all that lies in their power to make the connection an accomplished fact as soon as possible. We need your help badly!

Yours sincerely,

(sd.) MIRZA M. ISMAIL.

Sir Guthrie Russell, Kt.,
Chief Commissioner of Railways,
S I M L A.

Sibo to Seay for favour of perusal before recording.

"COPY."

29/5

29/5/35

29 MAY 1935
No. D.30

No 4112/Gen

Mr. C. E. NORONHA, M.A.,
Private Secretary.

Bangalore,

6th June 1935.

RAILWAY SECRETARIAT
8. JUN 1935
2227
GOVERNMENT OF MYSORE.

Dear Mr. Ayyangar,

I am desired to send, for your information, copy of letter dated the 31st May 1935, received by the Dewan from Mr. P. R. Rau, Financial Commissioner, Indian Railways, regarding his intended visit to Bangalore on the 2nd or 3rd July next.

Yours sincerely,

Private Secretary to Dewan.

Submit for orders, if a copy of the Financial Commissioner's letter may be sent to the Agent, Mys. Rys demi Officially

yes.

Railway Department.

(Railway Board).

Simla, the 31st May 1935.

Dear Sir Mirza,

Russell showed me yesterday your letter asking whether he could visit Bangalore and discuss the question of the Chamarajanagar-Satyamangalam railway with you.

I had already fixed a meeting of the Standing Finance Committee for Railways at Bangalore on the 4th and 5th of July partly in order to take the opportunity of talking over the question with you, and I was intending to write to you about it as soon as I was sure that it was not inconvenient to the members of the Committee.

I shall probably arrive in Bangalore about the 2nd or 3rd of July and stay there till the 5th. I shall be grateful if you will kindly let me know when it will be convenient for you to see me. I hope you will be in Bangalore at the time. If you will be in Mysore, I hope you will let me know in time so that I can run up to Mysore for a day.

With best regards,

Yours sincerely,

Sd. P. R. Rau

"COPY"

RAILWAY SECRETARIAT

Copied by

Compared by

Signed by

REMINDERS ISSUED

1st Reminder

2nd ,,

3rd ,,

4th ,,

5th ,,

File No.

DRAFT

SUBJECT

No. R. S. 2227 Dated 15-6-35 Encls.

To

Dear Mr. Sinclair,

I send herewith for your information and necessary action a copy of D.O. letter of 31st May 1935 received from Mr. P. R. Rao Fl. Commissioner for Railways in connection with the proposed construction of the Chamarajanagar-Satyamangalam line.

Yours sincerely

15/6/35

H.o. Sinclair Esq I.A.S.

Agent,

Mysore Rly.

RS 247-2000-6-4.35